

PRICE, \$2.50 PER MONTH

## Intimations

OLIVER'S FREEHOLD MINES,  
LIMITED.

AN ISSUE OF B SHARES is offered to the Registered Shareholders of the above COMPANY in the proportion of one B Share for every Share held. Every Shareholder on the Register on THURSDAY, the 23rd Inst., will be entitled to an allotment of one B Share for every Share, whether A or B, registered in his name. All applications must be made on forms (Form B) obtainable from the Company at HONGKONG and SHANGHAI BANKING CORPORATION on and after the 23rd Inst., and must be filled up and lodged with the Bank on or before THURSDAY, the 7th May next, together with a sum of One Dollar for every B Share applied for in instalment. A Receipt will be given, which must be forwarded to the COMPANY in exchange for Scrip. No further call will be payable in respect of these Shares without at least two months' notice.

THE SHARE REGISTRY will be CLOSED from THURSDAY, the 23rd Inst., to THURSDAY, the 7th day of May following, both days inclusive, during which period no Transfer of Shares can be Received.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, April 13, 1896. 781

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REWARD OF £5 (STERLING).

**A** WHITEHEAD TORPEDO having been LOST about 5 OABLES from the Shore of Ho-Sui-Wan Point—the bearing of Ho-Sui-Nang Hall being N.E. by N.—A REWARD of £5 (SEVENTY) will be Paid for the Recovery of the same on application to H.M.S. Victor Emmanuel.

Hongkong, April 13, 1896. 753

**KELLY & WALSH, LTD.**  
VARIÉTÉS SINOLOGIQUES.

L'ILE DE TSONG-MING, à l'embouchure du Yangtsé-Kiang, par le P. Henri Havret, S.J., with 11 maps and 7 illustrations ... .. \$1.25

LA PROVINCE DU NGAN-HOEI, par le P. Henri Havret, S.J., with maps 2.00

CROIX ET SWASTIKA EN CHINE, par le P. Louis Gallard, S.J., illustrated 4.00

LA CHINE VOYAGEUR, par le P. P.

LE CANAL IMPÉRIAL, par le P. DOMINIQUE GANDAR, S.J., 18 maps ... 1.50  
**PRATIQUE DES EXAMENS LITTÉRAIRES EN CHINE**, par le P. Étienne Zi, S.J., avec plusieurs planches, gravures et deux plans hors texte... 4.00  
**TOROU HI**, sa doctrine, son influence, par le P. Stanislas Le Gall, S.J. .... 2.00  
**LA SÈNE CHRÉTIENNE DE ST-NICOLAS**, les Parties Facsimilé de l'impression, 1873, 207 pages, en 18023 lithographie et une Phototype ... 2.00  
**ALLUCTIONS LITTÉRAIRES**, 1ère Série Classif. 1 à 100, par le P. Cornuau

**NOTICE TO MARINERS,**  
No. 58 (SPECIAL).

CHINA SEA,  
NEWCHWANG DISTRICT.  
Temporary Lightship off the Entrance  
to the Liao River.

NOTICE is hereby given that the Tem-  
porary Lightship Omega has been  
moored in place of the Lightship Neo-  
chwang off the ENTRANCE to the LIAO  
River.

The Omega exhibits two fixed Lights in a  
vertical line, the upper one of

vertical line, the upper one red, at a height of 65 feet above the sea and visible at a distance of 5 miles, and the lower one white, at a height of 41 feet and visible 10 miles, in clear weather.

When necessary to lower the lights for trimming, a small white light will be hoisted and a flash light burned; and, in order to show the direction in which the

light vessel is heading, a white light will be exhibited from sunset to sunrise from the fore stay at a height of 3 feet above the rail. The Omega is a barque and painted yellow. Her main-topmast has a yard across, from which the two lights are suspended, and it is surmounted by a black ball. Her fore and mizen topmasts are struck.


If the lights be driven from her proper position to one where she is of no use as a guide to shipping, the usual lights will not be exhibited, but a small fixed red light will be shown at each end of the vessel; the ball will be struck as soon as possible

and until struck it will be surmounted by a red flag.

A. M. BISBEE,  
*Coast Inspector,*

Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 2nd April, 1895. 760

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**PERSEVERANCE LODGE OF**  
**HONGKONG, No. 1,165.**

**A** Regular MEETING of the above  
LODGE will be held in the FREE-  
MASON'S HALL, Zetland Street, on THURS-  
DAY, the 16th Instant, at 8.30 for 9  
P.M. graciously. VISITING BRETHREN are

cordially invited to attend.  
Hongkong, April 9, 1898. 761

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**CHAS. J. GAUFF & Co.,**  
*Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.*

**N** **AUTICAL, SCIENTIFIC AND**  
**METEOROLOGICAL**  
**INSTRUMENTS.**

**VOUTRANDE'S CELEBRATED**  
**BINOCULARS AND TELESCOPES.**

**RETIRES'S LIQUID AND OTHER COMPASSES,**  
**ADMIRALTY & IMRAY CHARTS,**  
**NAUTICAL BOOKS.**  
 English SILVER & ENGLISH-PLATED WARE,  
 CHRISTIE & CO.'S ENGLISH-PLATED WARE,  
**GOLD & SILVER JEWELLERY**  
 in great variety.  
**DIAMONDS**  
 — AND —  
**DIAMOND JEWELLERY,**  
 A Splendid Collection of the Latest London  
 FASHION, AT THE LOWEST PRICES.







The troopship *Tamar* was brought over to the Hongkong side to-day to be commissioned, to take the place of the *Victor Emmanuel* as the receiving ship.

Chief Justice Carrington, Mrs Carrington and Miss Carrington sailed from London for Hongkong by the P. & O. steamer *Japan* on the 2nd inst. Dr Ayres, Colonial Surgeon, left England in the *Britannia* on the 27th March.

The news contained in a private telegram from Hongkong of Tuesday's date will have an important bearing on the local market. (says the *Bombay Gazette* of the 12th March). It states that the yarn market is very unusually dull and declining, the weekly sales of Indian yarn there having fallen off to 600 bales only, and consequently there is 'nothing doing.' Exchange at present rules there at Rs. 182½ per 100 dollars. The stock of uncoloured yarn is estimated at about sixteen thousand bales.

The Secretary of the Punjion Mining Company Limited advises us that he has received the following cable from the Mine:—*Translation.* The Cyanide trial will be completed by the end of the month. We expect to treat about 500 Tons. The Chemist expects a good margin of profit. We are reporting fully at an early date. The foregoing is the reply to a cable despatched from Hongkong on the 9th inst. inquiring what progress was being made with the Cyaniding operations, what the prospects were and the probable date of the completion of the trial.

We learn from a Home paper that the Admiralty has decided to recommission the battleship *Centurion* and the gunboat *Redoubt* for twelve months' service on the China Station. The *Redoubt* is at present on the East Indies Station, but spent several months on the China Station during the China-Japan war. The statement that she is to be recommissioned for the China Station is probably a mistake, for the same journal states that the *Lepanto* is to be recommissioned for service on the North America and East Indies Station! The *Grafion* will relieve the *Edgar*.

A boy and a girl (both Chinese) were burned to death in a house at 14 Peking Road, Shanghai, on the 8th inst. The house was occupied by the Chinese Engineering Co. and Tong Mow-chi, comprador to Messrs Jardine, Matheson & Co. The boy was the comprador's grandson. The effects and bluejackets from the *Spartan* aided in preventing the spread of the fire. It is reported that the building was insured with the Hongkong Fire Insurance Co. for Tls. 1400, and the contents for Tls. 4000. Cause of fire—a leaky kerosene lamp. The comprador, an old man, had a narrow escape; he was rescued by some of his own coolies.

We learn on good authority (says the *Times of Ceylon* of the 1st April) that a vessel, proved a recent month in the number of vessels entering Colombo harbour. Exclusive of all native craft, not less than 211 steamers and 1 sailing vessel arrived during the month; and this establishes a record. The average per diem was nearly seven.

The bridge-work for the new Tientsin-Peking Railway has been placed in the hands of Sir Benjamin Baker; tenders are out for rails, and during August 9,700 tons of Sandberg's new rail section, 85 lb. per yard, are to be delivered at Tientsin. There are also tenders out for wheels and axles, and springs, subject to the inspection of Mr C. P. Sandberg. The specifications are signed by Mr O. W. Kidder, Mr. Inst. C.E., Engineer-in-Chief, Tientsin, who has done such successful work already in China (about 200 miles).—L. and C. Express.

In the House of Commons on the 13th March, Mr. C. E. Shaw asked the Under-Secretary of State for Foreign Affairs whether fifty German marines were engaged in surveying the harbour and island of Looe, and in bringing the roads into good order; and whether the necessary soundings and surveys having already been made at Quemy, an act of annexation was imminent. Mr. Moon also asked a question on the same subject.—Mr. Curzon: Her Majesty's Government have received no information in regard to Looe or Quemy. They have, however, telegraphed to Peking to inquire. (Hear, hear.)

An examination of the *Pekin*, now that she is docked, shows what a narrow space she had, and the force with which the *Normandie* struck her. The damage is more extensive than was at first imagined and will take a fortnight at least to repair. After seeing the amount of damage done to the *Pekin* we may again congratulate Messrs Farquhar & Co. on the success in floating the vessel within so short a space of time and taking her with safety to the Tung-koo Dock. She is out right down to her bilges (about 14 feet) at an acute angle on the port side, and the broken anchor of the *Normandie* has been found in the forehold of the *Pekin*.—China Gazette.

A NAVAL correspondent of a home paper tells this excellent yarn. We give it just in time to amuse the officers of the *Zurich* and *Donat*, who are here now.—For an example of gaminess commend the following delightful piece of procedure on the part of the Admiralty. Some time ago the Russian Government was having certain armour plates constructed at Sheffield. The Admiralty was interested and anxious. Said the representative of the Russian Government: 'Perhaps you would like to have one of these plates for trial at Portsmouth?' 'By all means,' replied the Admiralty; 'send your plate along.' And so the plate was sent, and experimented with on board the *Neptune*. By the way, said Russia, 'we should be glad to have the plate of ours fired.' 'My dear sir,' quoth the admiral, 'I have never heard of the Admiralty firing. We are awfully obliged to you; but we really dare not, for the lives of us, breathe a word to you on the subject of the behaviour of your plate. We are extremely sorry.'

So far as the *China Gazette* can learn there is no possibility of a single British steamer going up to Hankow for tea this year, nothing but Russians or ships chartered on Russian account.

It is announced in the home papers to hand that after a long and careful consideration of several statements and additional evidence in connection with the case of Mrs. Maybrick, the Home Secretary has decided not to interfere with or alter the sentence of penal servitude for life which the prisoner is now undergoing.

The following paragraph appears in a Bombay contemporary:—Major-General Blundell, British Service, is directed to proceed to England, travelling at the public expense. Major-General Blundell has been permitted by the Secretary of State for War to visit Japan on the completion of the tenure of his appointment.

Major Coventry, whose death was erroneously reported from the *Transvaal*, was hit only enough to explain, if not to justify, the report. One shot took off the heel of his boot, another was turned aside by a revolver he carried in his belt, and a third, though it only inflicted a skin wound, struck him in the back and went two-thirds round his body.

YOKOHAMA is very sore over the death of two Chinamen in the Chinese hospital from bubonic or 'black' plague. Both cases were brought up from Hongkong, the first in the *Geisel* and the other in the O. R. & N. chartered steamer *Chillingham*. The foreign papers support the idea of imposing immediate quarantine against all steamers from China ports and Hongkong.—China Gazette.

A REMARKABLE piece of fast cricket scoring is reported from Australia. A match was recently played between members of the Adelaide Stock Exchange and the Brokers who do business in the vestibule of the Exchange. J. J. Lyons played in the latter eleven. He went in first, and all were disposed of for 242, of which Lyons made 105. He scored a century in 42 mins., and made the whole 105 in 55 mins.

Sir Nicholas O'Connor, who was sworn of the Privy Council on 6th March, is to arrive at St. Petersburg three weeks before the coronation of the Tsar, and will prepare for the visit of all the Royal English representatives and their suites who may attend the ceremonies, which are to last over a fortnight. The Queen paid marked honour to Lady O'Connor, when she went for her to be specially introduced. Lady O'Connor left for Windsor from Paddington station with the Ministers attending the Privy Council, and an amusing mistake she made at the station considerably embarrassed the officials for a few moments. In error she got into the compartment strictly reserved for Privy Counsellors, in which no lady has ever been known to travel. Lady O'Connor was politely informed of the fact, and at once found another compartment. Sir Nicholas and Lady O'Connor called at Clarence House on 10th ult., and were received by the Duke of Saxo-Burg and Lady O'Connor intended to visit Ireland prior to their departure for St. Petersburg.

ROYAL HONGKONG YACHT CLUB. ELEVENTH CLUB RACE. The course for this race, sailed on the 12th inst., was—From the Pulley Pier, Kowloon, round Kowloon Rocks, Channel Rocks, and Dinghy off Pier, leaving all to port (twice round); 13 miles. The following boats started at 11.15 with a fairly strong south wind:—

*Peter*..... Mr. Morton Jones.  
*Princess*..... Royal Engineers.  
*Ladybird*..... Mr. J. Hastings.  
*Princess*..... Mr. A. Doolan.  
*Princess*..... Mr. T. W. Lammett.  
*Princess*..... Dr. Lowson.  
*Arrow*, Lieut. Carey, sailed over in the Handicap class.

There was some difficulty with the gun at the start, and all the boats, except *Princess*, were some distance away from the line when the second gun was fired, but with the above exception the fleet got off well together. *Princess* led the way to the Kowloon Rock, which she rounded first, but *Meteor* and *Erica* were only about three lengths behind her, with *Ladybird* and *Payne* close up. *Peter* had already found the pace too hot and given up. In the best up to channel rocks, *Erica* went into first place and rounded about half-a-minute in front of *Meteor*, with *Princess* about two minutes after, *Payne* and *Ladybird* following after 3 or 4 minutes. A reach brought the boats down to near Blackhead's Point, when *Meteor* went into first place and *Payne* into second. The wind was here very variable, and *Ladybird* was second round the mark-boat off the pier, with *Erica* a close third. *Payne* came next, but in bying round ran foul of the mark and retired. *Princess* was here last boat. A run brought the boats again to Kowloon Rock, when *Meteor* had a long lead, *Ladybird* and the others being in the same positions. In the reach up to Channel Rocks *Erica* passed *Ladybird* and went into second place, which she kept to the finish. Times:—

|                       |   |    |
|-----------------------|---|----|
| <i>Meteor</i> .....   | 2 | 42 |
| <i>Erica</i> .....    | 2 | 47 |
| <i>Ladybird</i> ..... | 2 | 56 |
| <i>Princess</i> ..... | 2 | 58 |

*Arrow* finished at 3h. 7m.  
In the last race *Meteor* was disqualified for being over the limit of rating allowed by the club rules.

The points gained by the boats are now as follow:—

|                        |            |
|------------------------|------------|
| FIRST CLASS.           |            |
| <i>Erica</i> .....     | 55 points. |
| <i>Meteor</i> .....    | 48 "       |
| <i>Princess</i> .....  | 41 "       |
| <i>Dart</i> .....      | 14 "       |
| <i>Ladybird</i> .....  | 3 "        |
| <i>Payne</i> .....     | 3 "        |
| SECOND CLASS.          |            |
| <i>She</i> .....       | 60 "       |
| <i>Seabreeze</i> ..... | 10 "       |
| THIRD CLASS.           |            |
| <i>Arrow</i> .....     | 65 "       |

Our Popular Piano, handsome, full-toned, strong, guaranteed year, \$325/00.—W. Robinson & Co.

## REUTER'S TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL'.)

LONDON, April 12, 1896.

MEETING OF THE KING OF ITALY AND THE EMPEROR WILLIAM. The meeting of King Humbert and the Emperor William of Germany was of the most cordial nature.

ITALY AND AETHIOPIA.

Col. Stevart's Column, which recently arrived at Kassa with supplies, has been ordered to remain there for the time being.

THE RISING IN MATABELELAND.

The whole of the Matabeleland has risen in arms. The transport service at Bulawayo has collapsed. The Matabeles attacked and surrounded a British force of a hundred and thirty miles from Bulawayo. The British, after having exhausted their ammunition, cut their way through the enemy and were joined by a relief column. The British loss was five killed and sixteen wounded, that of the Matabeles one hundred and fifty killed and four hundred wounded.

THE BOUNDARIES OF HONGKONG.

The lessons of experience may teach us, therefore, to take time by the forelock and to anticipate future complications by asserting, in anticipation, claims that become more difficult of fulfilment as time goes on. China may not be in the same danger of partition as Africa; but there have been indications enough lately, that the premonition popularly ascribed to the Eagle is beginning to operate and to excite interest in events. The rumoured swoop on Manchuria may have its premonition, but there are those who hold it as a premonition, one that is to be certain; and an anticipation of the Russian diplomatic has been scoring all round of late, with the support of France; and France may not, perhaps, be free of obligation to Russia for the recent expansion of her 'sphere' in the China Sea. Germany has, so far, been fastidious in her 'sphere'; but there have been indications enough lately, that the premonition popularly ascribed to the Eagle is beginning to operate and to excite interest in events. The rumoured swoop on Manchuria may have its premonition, but there are those who hold it as a premonition, one that is to be certain; and an anticipation of the Russian diplomatic has been scoring all round of late, with the support of France; and France may not, perhaps, be free of obligation to Russia for the recent expansion of her 'sphere' in the China Sea. Germany has, so far, been fastidious in her 'sphere'; but there have been indications enough lately, that the premonition popularly ascribed to the Eagle is beginning to operate and to excite interest in events. The rumoured swoop on Manchuria may have its premonition, but there are those who hold it as a premonition, one that is to be certain; and an anticipation of the Russian diplomatic has been scoring all round of late, with the support of France; and France may not, perhaps, be free of obligation to Russia for the recent expansion of her 'sphere' in the China Sea.

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Our Popular Piano, handsome, full-toned, strong, guaranteed year, \$325/00.—W. Robinson & Co.

## THE AUSTRALIAN ELEVEN IN CEYLON.

The Australian cricket team arrived at Colombo on the 1st inst., and played a match against a Ceylon team of eighteen players. The local team batted first and scored 97. The scores of the Eleven when the match left were:—

|  |     |
|--|-----|
| J. Darling, c. Bowen, b. Pillars.....      | 3   |
| H. Donnan, b. De Saram.....                | 41  |
| F. Iredale, c. Thornhill, b. Ludovick..... | 23  |
| H. Graham, c. Phillips, b. Wright.....     | 16  |
| S. Gregory, not out.....                   | 15  |
| Extras.....                                | 4   |
| Total.....                                 | 101 |

A. E. Trotter accompanied the team after all, Turner being unable to get away. At the fifth, Harry Trotter, responding to the toast of the Eleven, humorously asked the Ceylon team not to 'at any of his men as they had to play England.'

REMARKABLE OPIUM FRAUDS.

Bombay, March 21.

The Indian merchants trading in Bengal opium at Hongkong have been naturally alarmed at the discovery of Indian coal instead of opium on opening chests shipped to Hongkong from Calcutta. The substitution of coal instead of Bengal opium is believed by the merchants to have taken place at the factories before the consignments are actually shipped. The merchants in Bombay are inclined to take the same view, and consider the state of things to be such as to deal yet another heavy blow to the trade, threatened as it is by the substitution of foreign opium for the Indian article. The merchants here addressed to the Hon. D. R. Lyall, O.S.I., secretary to the Board of Revenue, Lower Provinces, Calcutta, praying for an enquiry into the matter, which is one of immediate importance. The merchants remark that unless the malpractices are put an end to, the trade will be completely disorganised.—Gazette.

THE IMPORTATION OF RAW COTTON INTO JAPAN.

ABOLITION OF IMPORT DUTIES.

A few days ago we published a paragraph calling attention to the fact that Japan is in favour of the abolition of the import duties on manufactured wool. The following extract from the *Kobe Herald* has reference to the law exempting raw cotton from import duty, which has just received the consent of the Diet. Thanks to this measure, Japanese cotton yarn and cloth will be able to afford to sell at much lower prices to home consumers. At the same time they will be in a markedly better position to compete with Bombay yarn in China. A veritable paper publishes some estimates of the yarn in favour of the abolition of the relative expenses of placing same on the Shanghai market. According to these estimates the cost of a bale of 25s. Japan laid down at Shanghai was yen 33.69, while that of similar Bombay yarn was yen 33.34, leaving a balance of yen 35 in favour of the Japanese yarn. Now that the duty on raw cotton has been abolished, local mills will be able to lay down the raw material at yen 39.9 less per 100 piculs. This practically is yen 40. Assuming the production of a bale of yarn to require 350 piculs of cotton, the saving in import duty alone will be yen 140. Now that the duty has been abolished, Japanese cotton spinners will be able to place their staple on the Shanghai market at yen 1.05 per bale less than Bombay yarn, instead of yen 35 more. The difference of over one yen per bale cannot fail to have a considerable effect on the trade. Up to the present even the condition of things does not appear to have been very discouraging to the Japanese spinner, the Kanagawachi Cotton Spinning Company, for instance, having recently contracted to supply a large quantity during this month and the next. Several of the Japanese have also secured contracts from abroad. Taking this state of things and the enactment of the law abolishing the import duty into consideration, it would seem safe to predict that even during the months—May, June, July, and August—when the yarn trade is usually dull, there is likely to be a brisk demand this year. In view of the prosperous state of the yarn trade and the increase of spinners in many mills, there is every likelihood of a large business in the import of raw cotton. Good crops have been gathered in India, and it appears probable that large shipments will be made during the next few months. It is reported that the Japanese Government has despatched extra steamers in addition to those regularly engaged on the Bombay service, and the *Amor*, *Wakamura*, *Izumi*, and *Kirishiki* have already brought in about 40,000 bales, valued at two million yen. The *Hiroshima*, *Mitsui*, and *Osborne* are also expected in shortly with further supplies of the raw material.—Kobe Herald.

The Chinese Minister in St. Petersburg categorically denies the report, circulated in the foreign Press that Li Hung-chang, who is to represent the Emperor of China on the occasion of the Tsar's coronation at Moscow, is charged with a special political mission. The selection of Li Hung-chang, it is pointed out, was solely made for the purpose of giving additional importance to the Chinese mission, and with this object also the right of wearing a coat of the Imperial pattern and colours has been conferred on the envoy.

SUNSHINE—Major John MacGregor, of the Indian Medical Service, has written a work on Siam and the neighbouring countries, the results of recent personal travel. It is called 'Through the Buffer State.' The doctor tells a story at second hand about fish which were kept in a large ditch at Malacca, and which, when let loose on the ground, would find their way to the nearest mud-pool with the homing instincts of a carrier pigeon.

ADMIRAL McDONNELL, who styled 'the Commander of the Chinese naval force during the war between China and Japan,' in an address delivered in Glasgow said that the longitudinal bulwark ought to be given up in the double bottom. The *Lai-Yuen* captured in ten minutes through this cause, after being torpedoes, and he had grave fears that the same cause brought about the disaster to the *Victoria*. There might be as many transverse bulwarks as was desired, but every thing should be avoided which would contribute to heeling effect.

ALFRED PLANT, Art Modeler, very fine, \$400/00; Cabin Plaster, small but excellent, \$175/00.—W. Robinson & Co.

ATTORNEY (for the defense) 'Now, what time was it when you were held up?' Complacently: 'I don't know; ask your lawyer to look you watch.'

## STRANDED ON A CORAL REEF.

STOOPED NINE WEEKS IN MID-OCEAN.

Bombay, March 21.

The comparative rapidity with which a journey from South Africa to Ceylon and India can now be performed is a matter to which attention has been called in our columns by a correspondent who tells us that he came from the Cape of Good Hope to Point de Galle in a Ceylon steamer in ten days. On the very day that this letter was sent in, a representative of the *Bombay Gazette* had an interview with another traveller whose experiences of the time occupied in the journey was of a very different kind, although a passenger in the same line of steamers. On the 11th of November last the *Olan Graham*, a good ship of some 1,800 tons, left Natal for Point de Galle with a full crew, and two passengers—one of whom was our informant. Mr. Olan was accompanied by Messrs. Bear and Co., of London Wall. The vessel being very lightly loaded with cargo, the captain had instructions to get to Galle as quickly as possible. All went merrily as a marriage bell for the first week, but in the small hours of Sunday morning, Nov. 17, at 2.45, the ship was struck by a coral reef. The *Graham* struck a coral reef. Our informant was rather later than usual that night in turning in, owing to the desire which possessed him to finish the reading of 'Tilbury' before retiring. He immediately went on deck, where almost all the hands had then assembled. It was ascertained that they had struck in latitude 38°, and longitude 47°, within three miles of the Comoreles, an uninhabited group of islands, some 600 miles distant from Seychelles. The current being very strong, Captain Ridgway, the Commander, was allowing 25 miles for it when the boat struck. It was pitch dark at the time, and very rough, but it was hoped that at high tide on the following morning the boat would be able to get off. This anticipation, however, was not fulfilled, and as day after day passed without the vessel remaining unharmed, it was resolved to send one of the life boats with five men to Zanzibar, to procure help. Week followed week, but as the *Graham* vessel was right out of its course, no friendly vessel came near enough to be seen and signalled to. The time was one of terrible suspense, but the occupants of the ship did their best to while away the dreary hours and days and weeks. The crew were very plenty of turtles and other edible fish being procurable. Other diversions were got up, but at the best it was an anxious and dreary time. Fortunately, the passengers and crew were not called upon to ally the fears of any female friends, as no women were on board. What the crew were doing, and the vessel was left almost on dry ground, only the stern being in about six inches of water. Some of the crew left the ship, and made an encampment on the biggest of the Comoreles group of islands, passing their time mainly in fishing. The sun was very hot during the day, but the crew were not deterred by the heat, and the dangerous circumstances in which the passengers and crew found themselves, their health remained good. Their supplies were replenished with turtle and other delicacies from the sea. Some birds were shot, but were not found particularly tasty, and the islands supplied few edible articles. The food was very good, and the crew were not called upon to ally the fears of any female friends, as no women were on board. What the crew were doing, and the vessel was left almost on dry ground, only the stern being in about six inches of water. Some of the crew left the ship, and made an encampment on the biggest of the Comoreles group of islands, passing their time mainly in fishing. 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## Insurances.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
 TOTAL FUNDS AT 31st DECEMBER, 1894, £11,671,018 2s. 2d.  
 Authorized Capital £3,000,000 0s. 0d.  
 Subscribed Capital £2,750,000 0s. 0d.  
 Paid-up Capital £2,687,000 0s. 0d.  
 Fire Funds £2,410,922 7s. 3d.  
 Revenue Fire Branch £1,646,856 18s. 7d.

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

**SHEWAN & Co.,**  
 Agents.

13 July, 1895. 1300

**UNION ASSURANCE SOCIETY.**  
 (Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.  
 CAPITAL PAID UP, £180,000.  
 TOTAL INVESTED FUNDS £2,700,000.  
 TOTAL ANNUAL INCOME, £250,000.

THE Underwritten, having been appointed Agents of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

**HARRY WICKING,**  
 Prager Central.

## Intimations.

**RALEIGH CYCLE COMPANY, LIMITED.**

JUST LANDED AND FOR SALE at Low Prices, A SMALL NUMBER OF THE RALEIGH CYCLE CO.'S BICYCLES, Weight 36 lbs.

Orders taken for all kinds of Cycles manufactured by the above Company.

**MACWEN, FRICKEL & Co.,**  
 Duddell Street.

Hongkong, February 11, 1896. 391

## FOR SALE.

**Messrs. Kelly & Walsh's List**

includes the following Works by Dr. F. H. C.:

**EUROPE IN CHINA:** The History of Hongkong, from the beginning to the year 1882. Hongkong, 1895. \$6.50.

**HANDBOOK OF BUDDHISM:** A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1895. \$2.50.

**THREE LECTURES ON BUDDHISM:** Third Edition. Hongkong, 1894. \$1.50.

**FENGSHUI:** Rudiments of Chinese Natural Science. Hongkong, 1873. \$2.00.

**CHINESE DICTIONARY IN THE CANTON DIALECT:** Four Volumes, with Appendix. Hongkong, 1877. \$10.00.

**CHINESE SCHOOLBOOKS:** Translated. I. The Trimerical Classic. II. The Thousand Words Poem. \$0.50 per set. Hongkong, August 9, 1895. 1476

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet, is a new building, and is a new wing has been built, which commands magnificent Views of the Harbour and mainland of China.

**SPECIAL SUMMER RATES,**  
 (From 1st APRIL to 31st OCTOBER).

One person, per day ..... \$ 4.00

Two persons, per day ..... \$ 7.00

Married couple (occupying one room) per day ..... 7.00

Married couple (occupying two rooms) per month ..... 150.00

Married couple (occupying two rooms) per month ..... 170.00

Extra Bedroom, per month \$40 to 50.00

For further Particulars, apply to THE MANAGER, New Victoria Hotel.

Hongkong, April 4, 1896. 725

## Driving the Brain

at the expense of the Body. While we drive the brain we must build up the body. Exercise, pure air—foods that make healthy flesh—refreshing sleep—such are methods. When loss of flesh, strength and nerve become apparent your physician will doubtless tell you that the quickest builder of all three is

## Scott's Emulsion

of Cod Liver Oil, which not only creates flesh and in itself, but stimulates the appetite for other foods.

Sole Agents for Hongkong and the Empire of China: **WATKINS & Co.,** Hongkong.

**RIGAUD'S KANANGA WATER**  
 OF JAPAN  
 (REGISTERED)

The most delicately fragrant Water. It renders the skin fine, relieves most quills, bites and imparts a delicate fragrance and feeling of comfort.

**RIGAUD'S CHOICEST NEW EXTRACTS**

|                  |                    |
|------------------|--------------------|
| KANANGA          | GRACIOSA           |
| LOUIS XV         | IRIS BLANC         |
| ASCANIO          | IRIS AMBRE         |
| LUCRECIA         | YLANGYLANG         |
| LILAS DE PERSE   | PEAU D'ESPAGNE     |
| BOUQUET D'ELYSEE | WHITE VIOLETS      |
| BOUQUET ROYAL    | WHITE HELIOTROPE   |
| ROSE             | LILY OF THE VALLEY |

A complete assortment of every other flower.

**RIGAUD & Co., PARFUMERS - PARIS.**

Sole Agents for Hongkong and the Empire of China: **WATKINS & Co.,** Hongkong.

## Shipping.

## Steamers.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Haitan*, Captain ROACH, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Daylight.

For Freight or Passage, apply to **DOUGLAS LARPAIK & Co.,** General Managers.

Hongkong, April 14, 1896. 770

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR SHANGHAI.

The Steamship *Kueilin*, Captain HANSEN, will be despatched TO-MORROW, the 15th Instant, at Daylight.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 14, 1896. 769

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Dardanus*, Captain GREGORY, will be despatched as above on WEDNESDAY, the 15th Instant, at 4 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 13, 1896. 637

**'STRATH' LINE OF STEAMERS.**

FOR KOBE AND YOKOHAMA.

The Steamship *Strathmore*, Captain PATTER, will be despatched for the above Ports at 5 p.m., on WEDNESDAY, the 15th Instant.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents.

Hongkong, April 10, 1896. 764

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

FOR MANILA VIA AMOY.

The Co.'s Steamship *Zafiro*, Captain CORRA, will be despatched for the above Ports on WEDNESDAY, the 15th Instant, at 5 p.m., instead of as previously advertised.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to **SHEWAN & Co.,** General Managers.

Hongkong, April 13, 1896. 748

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

FOR MANILA (DIRECT).

The Co.'s Steamship *Emeralda*, Captain TAYLOR, will be despatched for the above Ports on WEDNESDAY, the 15th Instant, at 5 p.m., instead of as previously advertised.

This Steamer has superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to **SHEWAN & Co.,** General Managers.

Hongkong, April 13, 1896. 747

**THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.**

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

Altamont.....[Wednesday] 15th April.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Altamont* will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th April.

Consular Invoice of Goods for United States Ports should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to **SHEWAN & Co.,** Agents.

Hongkong, March 27, 1896. 654

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR CHEFOO AND NEWCHANG.

The Steamship *Whangpa*, Captain NEWCOMBE, will be despatched on WEDNESDAY, the 15th Instant.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 13, 1896. 787

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

FOR LONDON AND HOLLAND, VIA STRAITS & USUAL PORTS OF CALL.

(Taking transshipment Cargo for LIVERPOOL, GLASGOW, &c.)

The Co.'s Steamship *Playboy*, Captain D. DAVIES, will be despatched as above on or about the 21st Instant.

To be followed a week later by the *Turkot*.

For Freight, etc., apply to **HOLLIDAY, WISE & Co.,** Agents.

Hongkong, April 1, 1896. 759

## Shipping.

## Steamers.

**RIKSMERS REGULAR LINE OF STEAMERS.**

FOR MARSEILLES, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)

The Co.'s Steamship *Dorothea Rickmers*, Captain PAPER, will be despatched as above on FRIDAY, the 17th Instant, instead of as previously advertised.

For Freight, apply to **ARNHOLD, KARBURG & Co.,** Agents.

Hongkong, April 10, 1896. 509

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Chartered Steamship *Capit. HANCOCK*, will be despatched for the above Ports, on or about FRIDAY, the 17th Instant.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co.,** Agents.

Hongkong, April 13, 1896. 785

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Prism*, Captain C. JACKSON, will be despatched as above on SUNDAY, the 19th Instant.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 6, 1896. 732

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR TIENTSIN.

The Steamship *Nanchang*, Captain FRYLANDER, will be despatched on WEDNESDAY, the 22nd Instant.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 11, 1896. 775

**SHELL LINE OF STEAMERS.**

FOR HAVRE AND LONDON.

The Co.'s Steamship *Turbo*, Captain J. MOSES, will be despatched as above on MONDAY, the 20th Instant.

For Freight, apply to **ARNHOLD, KARBURG & Co.,** Agents.

Hongkong, April 10, 1896. 633

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR YOKOHAMA AND KOBE.

The Steamship *Taiyuan*, Captain R. NELSON, will be despatched on THURSDAY, the 23rd Instant.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 13, 1896. 786

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Changsha*, Captain WILLIAMS, will be despatched on FRIDAY, the 24th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, April 11, 1896. 774

**SHELL LINE OF STEAMERS.**

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Rachowice*, Captain DAVIES, R.N.R., will be despatched for the above Port on or about the 30th April.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents.

Hongkong, April 13, 1896. 788

**Sailing Vessels.**

FOR NEW YORK.

The 3/3 L.L.I. American Barque *Garard C. Tobey*, Captain SUTHERLY, shortly expected, will lead here for the above Port, and will have quick despatch.

For Freight, apply to **SIEMSEN & Co.,** Agents.

Hongkong, April 13, 1896. 782

**FOR SAN FRANCISCO.**

The 100 A.T. British Ship *Green Elizabeth*, Captain FURZON, will lead here for the above Port, and will have quick despatch.

For Freight, apply to **SHEWAN & Co.,** Agents.

Hongkong, February 18, 1896. 688

**WASHING BOOKS.**

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

**CHINA MAIL OFFICE.**

## Mails.

## U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....THURSDAY, April 16, at noon.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....SUNDAY, May 3, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....THURSDAY, May 21, at noon.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th April, at Noon, taking Passengers and Freight by all trans-Pacific lines of Steamers, and to the principal cities of the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to English, French, and German by all trans-Pacific lines of Steamers, and to the principal cities of the United States and Europe.

Passengers holding orders for OVERLAND RAIL TICKETS in the United States between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND RAIL TICKETS in the United States between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

**J. S. VAN BUREN,** Agent.

Hongkong, April 1, 1896. 707

**Occidental & Oriental Steamship Company.**

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....SATURDAY, April 25, at noon.

Capricorn (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....WEDNESDAY, May 13, at noon.

Gedre (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....SATURDAY, May 20, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to English, French, and German by all trans-Pacific lines of Steamers, and to the principal cities of the United States and Europe.

Particulars of the various routes can be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

**J. S. VAN BUREN,** Agent.

Hongkong, April 1, 1896. 708

**NOTICE.**

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.







